

(c) Hatchways on the exposed freeboard or forecastle decks must be provided with watertight covers of steel.

(d) Unless a separate fore and aft access is provided below the freeboard deck, a permanent fore and aft gangway must be fitted at the superstructure deck level between poop and all other deckhouses used in the essential operation of the vessel.

(e) Type "A" vessels must be fitted with open rails for at least half the length of the exposed parts of the weather deck. Where superstructures are connected by trunks, open rails must be fitted for the whole length of the exposed parts of the freeboard deck.

### Subpart E—Unmanned River Service Dry Cargo Barges

SOURCE: CGD 84-58, 50 FR 19533, May 9, 1985, unless otherwise noted.

#### § 45.171 Purpose.

This subpart prescribes conditions under which certain unmanned river service dry cargo barges may be exempt from the load line and marking requirements. In lieu of these requirements, they are subject to special certification and operating requirements.

#### § 45.173 Vessels subject to this subpart.

(a) This subpart applies to a vessel that is—

(1) An unmanned river service dry cargo barge with a length to depth ratio not to exceed 22 and built to at least the minimum scantlings of the American Bureau of Shipping River Rules;

(2) Operated on the Great Lakes on a voyage between Calumet Harbor, Chicago, Illinois and Burns Harbor, Indiana and intermediate ports on Lake Michigan;

(3) Operated during fair weather condition only; and

(4) Carrying only dry cargoes that have not been designated as hazardous under 46 CFR part 148 or 49 CFR subchapter C.

#### § 45.175 Certification.

(a) In order to be exempt from the load line and marking requirements of

this part, the owner of a vessel must apply for exemption in writing to the Officer in Charge, Marine Inspection, Chicago, Illinois. The application may be in any form and must be signed by the owner or an officer authorized to represent the barge's owner. The mailing address is Commanding Officer, U.S. Coast Guard Marine Safety Office, 610 S. Canal Street, Chicago, Illinois, 60607. No form or certificate will be returned, however, the owner's certification will be kept on file at the Marine Safety Office, Chicago. The owner of a barge for which a load line exemption is in effect shall notify the OCMI, Chicago of the transfer of ownership, change of service, or other disposition of the barge.

(b) The owner and operator of a vessel for which a load line exemption has been requested are responsible for maintaining the vessel and complying with the special operating requirements.

(c) The application for exemption from the load line requirements must include the following general information:

- (1) Barge name.
- (2) Type.
- (3) External dimensions.
- (4) Types of Cargo.
- (5) Official Number or other classification numbers.
- (6) Owner and operator addresses and telephone numbers.
- (7) Place and date built.

(d) The application must state and certify compliance with the following:

(1) The vessel has been designed and built to at least the minimum scantlings of the American Bureau of Shipping River Rules which were in effect at the time of construction.

(2) The provisions of 46 CFR 45.177 will be complied with before and during all voyages between Calumet Harbor, Chicago, Illinois and Burns Harbor, Indiana and intermediate ports on Lake Michigan.

#### § 45.177 Special operation requirements.

(a) Before commencement of any voyage on Lake Michigan, the towboat operator shall ensure the following:

Pt. 45, App. A

46 CFR Ch. I (10-1-96 Edition)

(1) Deck and side shell plating must be free of visible holes, fractures or serious indentations as well as damage that would be considered in excess of normal wear and tear.

(2) Cargo box side and end coamings must be watertight.

(3) All manholes must remain covered and secured watertight.

(b) During the voyage, all vessels subject to this subpart must meet the following minimum operating requirements in all seasons:

(1) The vessel must be operated during fair weather conditions only.

(2) The freeboard of the vessel must not be less than 24 inches.

(3) The combined operating freeboard plus the height of cargo box coamings must be at least 54 inches.

(4) The voyage must not be farther than 5 miles from a harbor of safe refuge between Calumet Harbor, Chicago Illinois and Burns Harbor, Indiana.

(5) All void tanks must be kept free of excess water.

APPENDIX A TO PART 45—LOAD LINE  
CERTIFICATE FORM

GREAT LAKES LOAD LINE CERTIFICATE

No. \_\_\_\_\_

Issued under the authority of the Commandant, U.S. Coast Guard, United States of America, under the provisions of the Act of August 27, 1935, as amended to establish load lines on the Great Lakes of North America and the Load Line regulations in force on \_\_\_\_\_, 19—, By \_\_\_\_\_, duly authorized by the Commandant to issue said load line certificate.

Ship \_\_\_\_\_  
Certificate No. \_\_\_\_\_  
Official No \_\_\_\_\_  
Length (LBP) \_\_\_\_\_  
Gross tonnage \_\_\_\_\_  
Port of registry \_\_\_\_\_

Type of Ship:

TYPE "A"  
TYPE "B"  
TYPE "B" with increased freeboard

FREEBOARD FROM DECK LINE

Midsummer .....	MS
Summer .....	S
Intermediate .....	I
Winter .....	W

LOAD LINE

Upper edge of line through center of diamond	above S
	below S

FREEBOARD FROM DECK LINE—Continued

below S

Increase for salt water for all freeboards — inches.

The upper edge of the deck line from which these freeboards are measured is — inches above or below the top of the — deck at side.

This is to certify that this ship has been surveyed and the freeboards and load lines shown above have been found to be correctly marked upon the vessel in manner and location as provided by the load line regulations of the Commandant, U.S. Coast Guard, applicable to the Great Lakes.

This certificate<sup>1</sup> remains in force until —. Issued at — on the — day of —, 19—. (Here follows the signature, seal, if any, and the name of the authority issuing the certificate.)

NOTES

(1) In accordance with the Great Lakes Load Line Regulations the diamond and lines must be permanently marked. The "MS" loadline shall be assigned only to those particular vessels that qualify under the regulations.

(2) The "SW" marks need only be assigned to Great Lakes vessels loading in salt water of the St. Lawrence River west of a straight line from Cap de Rosiers to West Point Anticosti Island, and west of a line along longitude 63 degrees west from Anticosti Island to the north shore of the St. Lawrence River. In such cases these limits shall be indicated on the certificate.

(3) The load line assignment given by this certificate necessarily assumes that the nature and stowage of cargo, ballast, etc., are such as to secure sufficient stability for the vessel. Accordingly, it is the owner's responsibility to furnish the Master of the vessel with stability information and instructions when this is necessary to maintenance of sufficient stability.

(On the reverse side of the load line certificate, or on a separate sheet, attached and forming part of the certificate, provision is to be made for annual inspection and renewal endorsements.)

PART 46—SUBDIVISION LOAD LINES  
FOR PASSENGER VESSELS

Subpart 46.01—Authority and Purpose

Sec.  
46.01-1 Purpose.

<sup>1</sup>Upon the expiration of the certificate, renewal must be obtained as provided by the Great Lakes Load Line Regulations and the certificate so endorsed.